nmra magazine

February 2012

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by David C. Warner and Elbert Simon
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Amtrak
By the Numbers

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[illegible]

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February [illegible]

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More On Selling the Hobby

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President's Car

NMRA President Mike Brestel

[illegible]

VOTE, VOTE, VOTE! There's a ballot inside.

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[illegible]

A few comments

[illegible]

[illegible]

[illegible]

Be sure to vote!

[illegible]

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Mail Car

Reader Feedback

Clinics and Presentations Follow-up

V.S. Bowman covered a lot of important considerations for clinicians and host groups in the December issue's Mail Car section. I'd like to complement what he wrote about the costs of presenting a program.

I've been giving clinics since 1999, and from my personal experience at various conventions [illegible]. V.S. implied that the costs of giving a clinic at an NMRA convention are borne by the presenter. From my experience, that is true only in certain cases:

(1) The presenter is a salaried magazine staff member attending on a business trip, with all costs covered by his or her company, or the presenter is the NMRA president or his or her delegate, whose travel expenses are reimbursed out of an internal travel budget (note that directors do not have a travel budget);

(2) the presenter is a member of the region in which he or she is giving a clinic;

(3) the presenter will be in the convention location, either on a business or vacation trip, and can drop by the convention at little additional expense;

(4) the presenter is giving a clinic at a National Convention.

In cases 1 through 3, common courtesy dictates that the registration fee be waived. When the presenter is from a different region and attending the convention solely at the request of the host group, however, it is expected that all out-of-pocket costs — transportation, lodging, registration, and banquet — be covered by the host group with the exception of a few items. Host groups cannot expect an out-of-region clinician to come to their convention at his or her own expense; that's equivalent to asking for a multi-hundred dollar donation to their region or division. Moreover, many of the better known clinicians receive quite a few such invitations every year, and these costs quickly add up.

The NMRA National Convention is a special case. It's everybody's [illegible] honor to be asked to give a clinic at a National, and out-of-pocket expense money or honorarium is not usually offered. I looked into offering full or even partial expense reimbursement when [illegible] but the huge number of out-of-region clinicians at a National make that cost prohibitive.

Gerry Leone

At-large Director, Worldwide

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Here are just a few of the HO scale products that will be in your hobby store this month. To see a complete schedule of HO & N products arriving in 2012, visit www.atlasrr.com.

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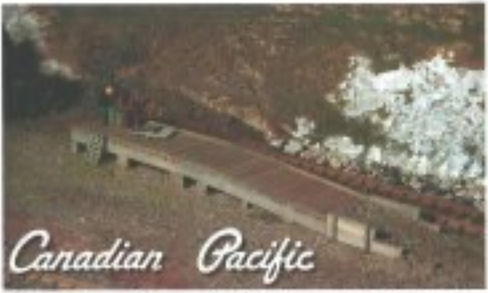


Canadian Pacific Loading Ramp Clinic

Above: Here is the completed O scale model built by [illegible] as installed on [illegible] module.

article by [illegible], all photos by the author unless otherwise noted

A popular aspect of many model railroad conventions is the clinics or workshops, that are typically offered as part of the event. Over the last several years, registrants attending the semi-annual [illegible] TRAIN [illegible] sponsored by the 7th Division Pacific Northwest Region have had the opportunity to participate in a "hands-on" clinic, where the participants [illegible] a railroad-related model to keep. This concept has been well received, and the modelers enjoy the opportunity to construct a project during the clinic and go home with a tangible result of their efforts.

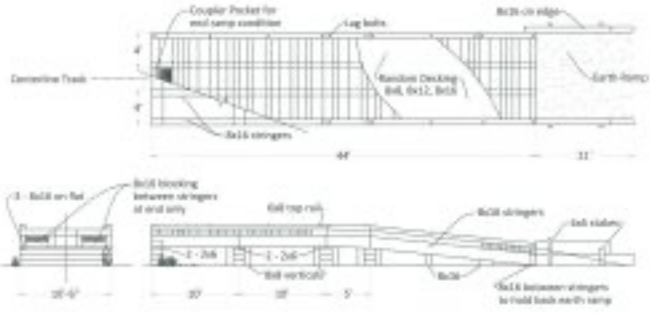
The model to be built during these clinics should be chosen carefully, and the following general parameters are worth considering:

- The model should be relatively basic since the time slot to construct the model is often limited.
- The model should be universal in scale and purpose so it appeals to all participants.
- The project should not be too difficult, keeping in mind participants of all skill will take the experience.
- The model should not have too many, or overly complicated parts since the presenter usually assembles the "kits" for the participants ahead of time.
- The model should employ a limited variety of materials — ideally stick to one or two since gluing time will be a major factor to consider. Styrene or wood are good choices.
- Painting or staining is a consideration. Ideally the model should be able to be painted or finished at home. You don't want to be trying to paint models in a clinic room during a session! In all three of our clinics, the models were wood and the parts were pre-stained with [illegible] so they were dry.
- The model should be easy to complete at home if it doesn't get finished during the clinic session. Modelers work at varying paces, so they need to be able to complete the model after the clinic if necessary.
- Will the model be offered in several scales? This complicates the process and creates more work for the presenter since the kits are usually assembled ahead of the event.
- Will there be a charge for the session and what will it be for? Requiring prepayment helps the presenter plan, but sometimes will make people hesitate about signing up — yet [illegible] multiple clinic tracks and they don't want to commit to one [illegible] conflicting clinics that are also of interest to them.
- Since we don't require prepayment, we typically have several kits left and these are sold to participants or other convention attendees, or given away as door prizes.

[illegible] the presenter (Gordon [illegible]) prepared all the kits (in several scales) and donated all the clinic fees collected for kit proceeds to the Division. In fact, he [illegible] in his home shop!

Long-standing 7th Division members Gordon [illegible] MMR, in conjunction with Cyril [illegible], have presented these such sessions over the last few years, including a small wooden trestle, a Canadian Pacific Railway loading ramp, and a CPR wooden [illegible]. These sessions were well received and from all accounts, participants had a fun time working on their projects. Each modeler received a kit of parts, instructions, and a copy of the plans. The group then worked collaboratively under the tutelage of Gordon and Cyril to [illegible]

CPR Loading Ramp


Coupler Pocket for
end ramp condition
Lag bolts
8x16 on edge
Centerline Track
Random Decking
8x8, 8x12, 8x16
Earth Ramp
4'
4'
8x16 stringers
44'
11'
3 - 8x16 on flat
8x16 blocking
between stringers
at end only
8x8 cap rails
8x16 stringers
8x8 sliders
1 - 2x6
1 - 2x6
8x8 verticals
8x16
8x16 between stringers
to hold back earth ramp
16'-6"
20'
18'
5'

Drawing by [illegible]

Figure 1

was originally located in the [illegible] and [illegible] it is certainly true that virtually all railroads of these type of platforms located at numerous locations and [illegible] were constructed nearly the same. That is one advantage of this project: it can be adapted to suit your own specific needs or fancy and [illegible]. This is an excellent type of model for a relatively easy scratchbuilding project and one that cannot really be done wrong. So follow along and construct one of your own!

Figure 2

pieces these projects start out back to back sessions with a total duration of about ten hours. We have also found that a certain amount of mentoring naturally occurs in the group where more experienced modelers assist those with less advanced skills. It is also a good forum to learn different techniques from the other modelers.

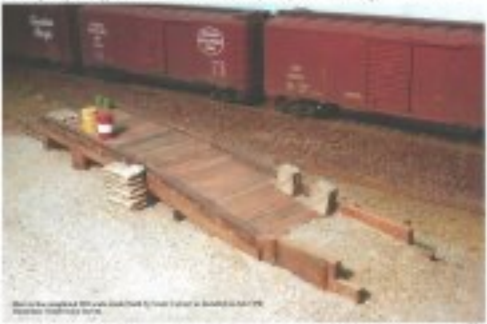
In the SOWTRAINS series, the objective was to construct a CPR wooden loading platform in the photo included at this article. Although the model is based on a specific CPR prototype loading platform that

Steps

Select a convenient location to build the model on — say your basement. Make sure whatever you choose will not warp as you build the model. Consider what type of base you want — will it be permanent or just temporary?

Make a photocopy of the plan to the base, making sure that your photocopy is true to scale since most photo copiers reduce the copy slightly. We start the project by gluing the plan down to the working base using 3M spray adhesive. It dries quickly and won't warp your base. (See Figure 1.)

Assemble the strip wood you will be using and ensure that you are working with good quality materials and remove all fuzz and rough edges. [illegible] of the plan to speed up the actual construction process. We paint the decking material and [illegible] good [illegible] for the correct length.



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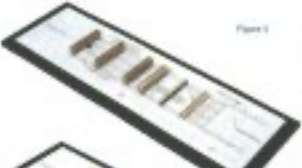

Figure 3

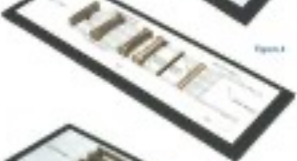

Figure 4

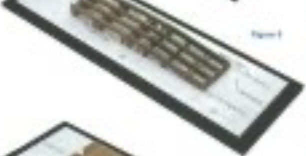

Figure 5

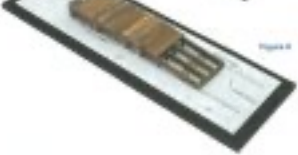

Figure 6

Stain all the strip wood the appropriate color. This will depend on the age and the theoretical physical location of the structure (e.g. dry climate, low or mild climate, and so forth). Wood weathers over time, so the older it is generally the more it will look like driftwood. Also the nature of the environment will also affect how the structure weathers as well. One would be [illegible] [illegible] for some time, so we wanted the wood using the dry technique described in Malcolm Furlow's book on [illegible] scenery. You could also use "Weather-All", commercial woodworking stains from your local home improvement store, or Floquil stains as well. Whatever you choose, pre-stain all pieces and try to vary the intensity a bit. Not all members should look the same when the model is complete. I actually tried several combinations of brown and black dye before settling on the ones shown. (See Figure 3.)

For this trestle it is absolutely necessary to scale strips to suit the plan. In my experience for a model of this type, nothing beats basswood stripwood for realistic look and texture.

We use a good quality yellow carpenter's glue to assemble the wood pieces since it tends to set up a bit quicker than regular white glue, allowing a faster pace of work.

I use both a NorthWest Short Line Chopper and a Xacto blade [illegible] [illegible] several. These tools make things go very quickly.

The first step is to assemble the cribbing by gluing the three 8x8 members together. Four of these are required. On top of three of these cribbing stacks, glue a 2x8 on the deck with each edge of the cribbing as shown on the plans. The fourth cribbing stack does not have the 2x8 — don't ask why, because I really don't know!

Once these cribbing stacks are dry, tack glue them down to the plan that was [illegible] to come from. Use the glue sparingly if you plan to remove the finished model later. Alternatively double-sided tape could be used if you intend to remove the model once complete.

Next, glue the two individual 8x8 timbers to the plan under the sloped section of the platform where shown. Sand a slight taper in the tops to suit the angle of the ramp. (See Figure 5.)

Now add the vertical 8x8 posts on each side of the cribbing stacks as shown in Figure 6. Cut them slightly over length and lightly sand them down to the correct height. This will produce a cleaner appear-

[illegible] roughly gap between the posts and stringers. We don't know if these extended under all the stringers, so we have assumed that they only extend under the two outside edge stringers. Besides, no one will see them even if you did extend them under the two internal stringers, so save yourself the time and effort.

You are now ready to cut and [illegible] the 8x8 stringers on top of the cribbing. This is a relatively straightforward procedure. The key is to cut them slightly over length and sand them to the slight angle required to fit them to the sloped section.

Install the 8x8 blocking between the stringers near the end of the long only. I am not sure what these were for. My theory is that they served to strengthen the end of the platform against damage or impact from trucks or perhaps rail cars.

Right: Participants [illegible] at work. – [illegible] photo

Install [illegible] blocking between all the stringers at the base while the deck [illegible] fill doesn't wash out between them.

Now lightly sand the top of the assembly to ensure the stringers are all even. (See Figure 5.)

Now go ahead and install all those random short planks on top of the stringer assembly. The intent is to make them random. We think the variety of sizes reflected whatever the B&B gang had at their disposal. Try to get the lengths fairly accurate, however, any over length planks can be lightly sanded once the glue dries. (See Figures 6 and 7.)

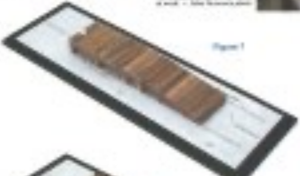

Figure 7

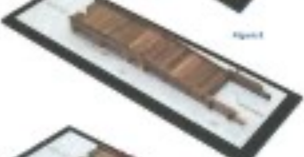

Figure 8

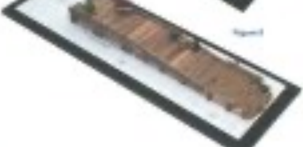

Figure 9

Add the 8x8 top rail and install several NBW castings as shown. There is no science to the number and location of these, so add as many or few as feel "looks right." I used No. [illegible] Grandt Line NBW's with a little rust paint on them.

The cribbing that retains the earth fill ramp was stacked and supported with wood stakes as shown in Figure 8. If you intend to leave the model mounted to the base, then go ahead and construct the earth ramp in place. However if the base is to be removed then the earth ramp and cribbing will need to be installed once you position the model on your layout.

All that is left is to add various details to the ramp and vicinity, and perhaps some damage to the deck to represent [illegible]

This is a very straightforward and credible structure that can be modified in numerous ways to make each one unique while still utilizing the same basic design. The author has built some with additional bents to make for a longer platform as well as using [illegible] rather than the [illegible] shown in the plans.

If you are looking for a project that is not too challenging, then give this a try and share your results with us. ■

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Building a Fundraising Raffle Layout

Article and photos by [illegible]

I have been active in the Carolina Piedmont Division (CPD) of the Mid-Eastern Region for a little more than two years. It has been an opportunity for me to connect with fellow hobbyists, learn new skills, and get involved in many hobby-related activities. Most of all my involvement has been a lot of fun.

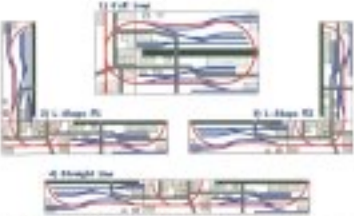
During the past year I volunteered to lead the construction of our annual fundraising raffle layout. Our Division uses funds generated from the annual raffle layout to purchase model train sets that we give away during the Christmas holiday in our "Holiday Trains for Kids" program. In this program, we coordinate with local schools and churches to identify less fortunate families that have children with an interest in model trains. The train sets are given to families who otherwise [illegible] and help to share the Christmas spirit.

One of the challenges of building our raffle layout each year is that nearly all the materials for the layout are donated by our Division members. Everything, including wood materials and wiring, track and turnouts, structures/buildings and kits, scenery and ballast, miscellaneous details, and paints and adhesives, is collected from our members. Many folks simply donate items from their collections; others [illegible] for sale items at train shows or online and give them when they can. When we run short on our supplies list, we use funds from our Division treasury.

The other great demonstration of dedication from our Division members is the time they contribute to construction of the layout. For this layout, we distributed structure kits to those interested in building them and we coordinated weekly build sessions for volunteers to assist with construction. We had nearly 20 members contribute their materials and/or time to the layout.

Track Plan

We considered several alternatives for this year's raffle layout design, but one idea — a layout design published in the January 2009 issue of Model Railroader — sparked our interest the most. The layout, called "The Box Line," featured a sectional design that could be arranged in several different configurations. The original Box Line layout included three sections: two 2x4-foot sections and two 2x3-foot sections. The layout



Above: The modular track plan and benchwork allow the layout to be set up in 4 different configurations.

Above: Members of the [illegible] Division [illegible] spend time on a weekend working session on the raffle layout.

could be set up in a large oval configuration, a "T" configuration, or an "L" configuration.

A member in our Division suggested we construct a similar, smaller version of the Bent Line layout — one composed of three sections (two [illegible] sections and one [illegible] section). In the oval configuration, it resulted in a [illegible] layout. It could also be set up in two different L-shape configurations or a [illegible] straight line configuration. Our group liked this track plan with the feature of its unique character and the flexibility it offered the raffle winner.

We took the initial conceptual track plan and created a detailed sidestep and track work design. We wanted to create a layout that would allow both continuous running as well as provide an opportunity for prototypical operations, including [illegible] switching. We were able to include a lot of exciting railroading activity in this small layout. The track plan includes a yard, two [illegible] sidings, a variety of industries with both trailing and facing points, a small downtown area, and vehicle roads.

Layout Construction and Operation

The layout was created in three sections; each section was constructed as a simple box [illegible] with [illegible] plywood top. We used 2-inch extruded foam insulation sheet on top of the [illegible] to build up the elevation.

Similar to the Bent Line layout, we created a [illegible] down the center of the layout — split across the two End [illegible] sections. This feature gives interesting visual topography and the opportunity to install bridges spanning the road.

Each section has two H-shaped leg supports. The sections are connected with [illegible] bolts. In each of the configurations, the bolt holes are positioned to allow the track and roadway to align properly. We used 2-inch track sections at specific points. Another benefit of this modular layout design is that the winner could build additional modules to further expand the layout and create their own railroad empire!

We powered the layout with simple DC wiring. There is a single DC throttle included with the layout, but to allow two [illegible] operators on the layout, we created two parking spurs that are electrically isolated from the rest of the track. The user can switch the parking spurs by turning power on/off via the two single pole, single throw switches. The user can park one engine, turn off the power to that spur, turn on the power to the second spur and then run the second engine. This scheme allowed us to include an F unit to

Above: The small downtown area is [illegible] — just waiting for the next structures to be [illegible] & placed on the layout.

Below: [illegible] 2-inch track sections bridge the gap [illegible]

[illegible]

[illegible] at the various industries.

We installed [illegible] ground throws on all turnouts. [illegible]

Structures and Details

One of the most exciting parts of constructing this layout was fitting together the different structures on the layout. [illegible]

[illegible]

[illegible]

[illegible] from a group of [illegible] building structures.

[illegible]

[illegible]

The variety of industries [illegible]

[illegible]

[illegible] Neuse River Valley Model Railroad [illegible]

[illegible]

The Raffle

Although it was a bit of a scramble during the last weeks to finish many of the details on the raffle layout, it was completed in time for [illegible] show in Raleigh, North Carolina. Every fall, the Neuse River Valley Model Railroad Club hosts a train show at the North Carolina from Fulgenwells. The local NMRA Division rents several tables at this show to spread the word about the NMRA and our local Division activities. At this show we displayed the raffle layout and sold raffle tickets.

The layout was quite popular — kids and adults of all ages stopped by to watch the trains run around the track plan. Many of the visitors were impressed with the quality of the layout and the scene items included with the raffle giveaway. At $1 per ticket or six tickets for $5, we had a lot of hopeful participants in the raffle. We sold raffle tickets throughout the weekend and raised a grand total of $1,189.

We had advertised the raffle drawing to occur at 3 PM on Sunday afternoon. Although the winner did not need to be present to win, we started to see a crowd gathering around the table about ten minutes before 3 PM — a lot of excited raffle hopefuls. As the last minute ticket buyers anxiously submitted their tickets, we were ready to choose the winner.

The winner was a gentleman living in north Raleigh, and when we telephoned him to announce the news, he was thrilled to hear of his good fortune. The final hours of our exciting weekend consisted of disassembling the layout and delivering it to the winner's home. It was a great end to four months of hard work.

Recognition

This past year's raffle layout was a great fund-raising event for the Carolina Piedmont Division, and we are proud to put funds toward a great public service activity, our Holiday Trains for Kids program. It's a lot of work, and our volunteers give up their personal time and materials to make it a success. Perhaps that's one of the reasons why we remain active in the NMRA — to share our hobby with each other and with others in the community.

To give credit to those members and a few personal friends that contributed to this effort, here's a list of folks that deserve a great big "Thank you": Jim Babcock, Vic Bethel, Scott Bond, Dick Buchan, Tom Fisher, Jack Frame, Joe Gero, Don Hamrick, Gary Holly, Mike Hamble, John Jacobs, Gary Joy, Jerry Michalk, Stephen Miller, Jim Murphy, Ken Paden, Dennis Payne, Bob Rowman, Will Jackson, Danielle Kessler, and Gene Trap.

Above: Kids of all ages enjoyed the trains running around the raffle layout.

Below: When the layout is in the straight-line configuration, it [illegible]

Evolution of a Track Inspection Car

[illegible]

[illegible]

[illegible]

Evolution #4

[illegible]

Evolution #1 Car Design

Evolution #1

[illegible]

Evolution #2

[illegible]

Evolution #2 Car Design

[illegible]

[illegible]

Evolution #3 Car Design

Evolution #5

[illegible]

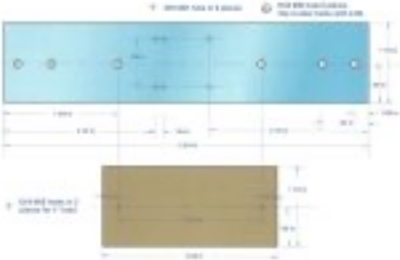
[illegible]

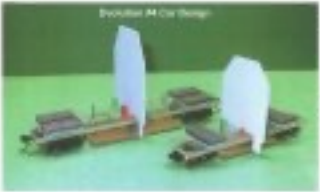
[illegible]

[illegible]

[illegible]

LED Wiring and Track Pickup




Evolution #4 Car Design

Materials List

1. Car body: [illegible] inch plexi-glass [illegible] or Micro-mark track inspection car HO [illegible], N [illegible]

2. Truck slider: [illegible] inch [illegible] hard board [illegible]

3. Bolster [illegible] inch plastruct channel

4. LEDs, Radio Shack green #276-[illegible], Red #276-[illegible] [illegible]

5. Resistors Radio Shack 1000 ohm #271-[illegible]

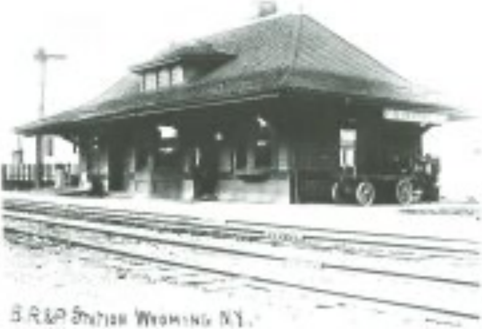
6. Wire left over from decoder installation

7. Trucks and couplers - your choice

Buffalo, Rochester & Pittsburgh Railway Depot

Wyoming, New York

[illegible]



The BR&P depot at Wyoming, New York, was built in [illegible]. When it was [illegible] July 3, 1974, [illegible] photograph[illegible] [illegible]. A [illegible] trip to Wyoming in 2000 and [illegible] [illegible], who [illegible] the photograph shown here.

[illegible] photograph shows the original structure with a awning on the track side. A photograph in [illegible] *Railroad Stations and Towers Along the Niagara Division* shows a later version of the building without the awning.

The bay windows of the waiting room gave the building a distinctive appearance. The left side of the depot was designed to handle baggage since the doors were located at grade level. The mainline was double-tracked and a siding served the rear of the depot. When the siding was added to the rear of the depot, it was modified and the [illegible] were removed to provide clearance for boxcars. In 1974, the building was painted buff with black trim and a black band. A [illegible] signal was located on the platform at the southeast corner of the building.

Above: Originally built [illegible] the depot served the BR&P Railway. [illegible]

Below: [illegible] the rear of the depot [illegible] [illegible] 1974.

Right: When the rear roof was cut back [illegible] the building, the rafter [illegible] the originals. The [illegible] the roof's [illegible] appears [illegible].

Far Right: The BR&P brick chimney [illegible] the original [illegible] and the copper [illegible].

Buffalo, Rochester & Pittsburgh Railway connected its namesake cities in New York. The line ran north from the coal fields of central Pennsylvania to Ashford Junction, New York, where it split in two directions: one to Buffalo and the other to Rochester. At Rochester, coal was off-loaded onto ships that sailed across Lake Ontario to Canada. Baltimore & Ohio Railroad purchased BR&P in 1932.

The coal-hauling business was profitable for the railroad and it continued into the 1950s. Beside freight, the railroad had a brisk passenger business. Therefore, it built substantial and sturdy depots along the line. Depending on the size of the community, either wood or brick depots were constructed. Most of the brick depots survive today, whereas relatively few of the wooden ones are still standing.

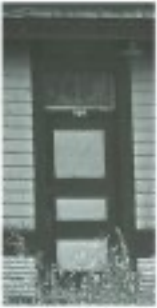
Today, only a portion of the original trackage survives.

Modeling the Depot

The design of the depot building makes it an interesting subject to model. Since the building is constructed of wood, you may want to use commercially available wood shapes. Seal the basswood with a sanding sealer. After the sealer dries, sand lightly with fine steel wool. This reduces the wood grain. Seal both sides to prevent warping. Alternately, use styrene.

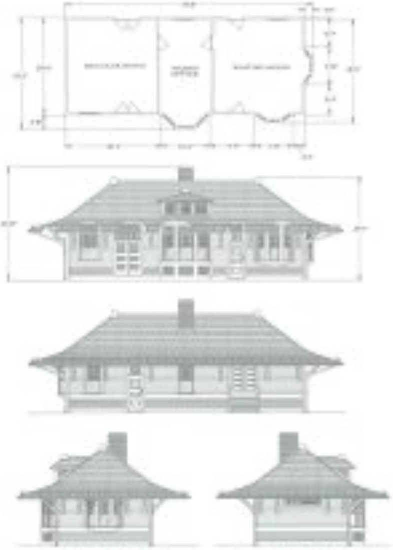
You can custom make your own windows and doors. Grandt Line or Tichy windows and doors can be used in some places if you like, but alternative trim or matching moldings may be necessary.

There are ample opportunities to add details to your model. The interior design of the building was traditional. A ticket window would be located on the wall in the waiting room. There would be benches along the exterior wall and a large coal-fired potbelly stove would sit in the waiting room and ticket office. A desk for the ticket agent would be located at the front bay window. The office would have a file cabinet or two and hooks on the walls to hold tickets. [illegible] a bench here.



Above Left: simple, decorative bracketing was used to support the roof. The bracing [illegible] of the depot where the roof [illegible].

Above: The doors on [illegible] depot appear to be the same. The window in the door's upper panel was boarded up when the photograph was made.



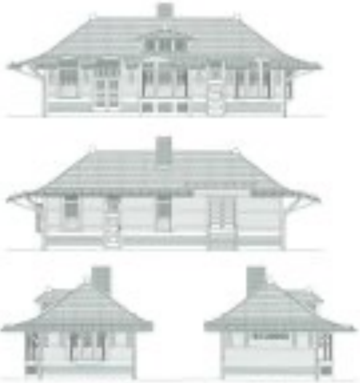
NORTH END

SOUTH END

DEPOT AS ORIGINALLY CONSTRUCTED

Complete your model by adding the train order signal, a bench, baggage carts, boxes of freight, and passenger's luggage. Do not forget to populate the scene with people and a pet or two. Depending on the era being modeled, add electrical service to the depot and exterior lighting. The area of the buildings could be the location for vehicles for the passengers and freight.

Paint the model the traditional [illegible] colors or the color scheme of your model railroad. ■



NORTH END

SOUTH END

[illegible] REAR ROOF MODIFICATION TO ACCOMMODATE A HOUSE TRACK

The Arcadia & Betsey River Ry.

Logging in the Pacific Northwest in HO scale circa 1951

[illegible]

The Arcadia & Betsey River Railway is a freelance design representing a new beginning for a Michigan logging railroad when it moves its operations to the Pacific Northwest to harvest timber holdings it owns there. The new mill in Arcadia is a large, double band mill [illegible] under construction [illegible] on the shore of Arcadia Lake where logs are dumped [illegible] Arcadia [illegible] Company, [illegible] Millwork, and [illegible] Co. — all wholly owned A&BR subsidiaries. These companies ship their goods to the outside world via an interchange with Great Northern [illegible] through Arcadia and [illegible] Southern Pacific [illegible] Eagle Harbor on the far end of the line.

Back at Harbor Junction, another branch line [illegible] Camp [illegible] Camp 2 [illegible] Eagle Harbor. [illegible] McKeown's Landing and Cat Landing supply additional logs for the Arcadia mill.

Located near Camp 2 is the [illegible] Mine served by the A&BR via a short branch off the line to Cat Landing. Ore and other freight are shuttled between the mine and Arcadia.

NMRA National, Grand Rapids, MI
Grand Rails 2012
www.gr2012.org

[illegible]

[illegible]

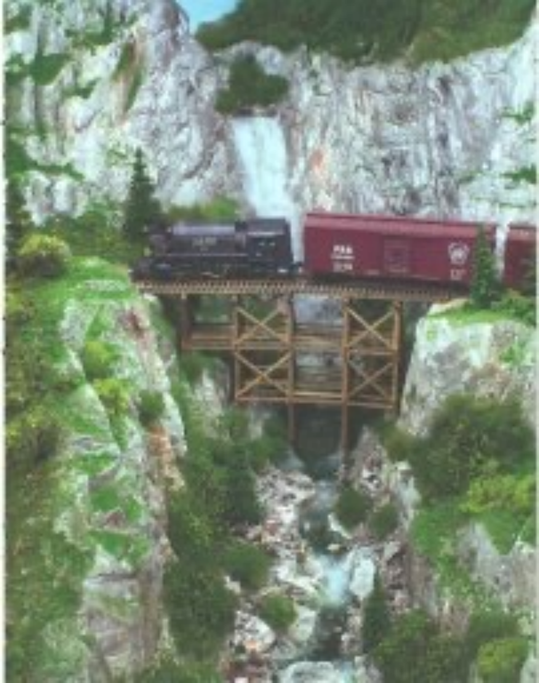
[illegible]

The Railroad

The mainline extends from Arcadia to Eagle Harbor where the [illegible] and the junction of the branch line to Camp 1 [illegible] are located. Also located at Eagle Harbor is the C.H. Mac Equipment Co. and a landing where logs "sit on a marsh island" [illegible] from the water and loaded onto rail cars for their journey to the mill.

Benchwork

[illegible] benchwork by Robert [illegible] in the February 1977 issue of Model Railroader [illegible] benchwork design. The [illegible] L-shaped plywood pieces on each end [illegible] top and bottom [illegible]


PRR

Right: The dump [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible].

Above: The Camp 3 loggers, [illegible] [illegible] [illegible] [illegible] has just picked up the day's production from [illegible] Landing.

Facing Page: No. 7 [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible].

members. The framework of these modules was used to support track and scenery while the top was used as a bookshelf. He used slotted adjustable shelf supports to mount his benchwork to the wall.

Because I am double decking, I designed L-shaped support brackets to support my upper and lower tracks and a light valance over the upper deck. I used ¾-inch Masonite [illegible] [illegible] [illegible] and a [illegible] the underside [illegible] for the scenery and track.

The [illegible] provide the space needed under the upper deck [illegible] to mount the light valance for lighting the lower deck while the [illegible] "L" supports a valance [illegible] light valance to light the upper deck.

Helix or No Helix?

While [illegible] the two decks I [illegible] an operating incline [illegible] from one deck to the other. However, after having difficulty constructing and operating the incline, I decided that running trains between decks would be more fun, but I still wanted [illegible] trains through and down [illegible].

Back at the drawing board, I found that by climbing a 2.5 to 3 percent grade out of Arcata to Harbor Junction, a distance of 58 feet, the height was about a third of the distance I needed to get to Mill Camp, the line reaching the upper deck. I then decided with a [illegible] to go the remaining distance. That would allow me to create a bridge [illegible] highlight. The [illegible] to Eagle Harbor on the mainline [illegible] is only 2.5 percent. It was an easy decision to go in this direction.

Design Change

To accomplish all this it was necessary to deviate from my original construction plan because of the lower deck. The fascia on Masonite [illegible] by L-Girders made of 1x2-inch lumber [illegible] mounted on each side of the lower joists that extend from the wall-mounted "L" brackets. The [illegible] [illegible] in the grades [illegible] the curvature of the track which was [illegible] to the top of the risers.

For the flat areas of Arcata and Eagle Harbor, I used several preassembled [illegible] pieces of [illegible] open grid benchwork. This makes the construction of the Arcata & Mad River Railroad quite a mix of modified "L" girder, open grid and general purpose benchwork styles.

Scenery

Scenery for the layout is an equally diverse mixture of methods. The mountains between Glen Loop at the end of a central peninsula and Eagle Harbor/Mill Camp were framed with [illegible] strips of car-

rugged [illegible] board. This was then covered with cardboard strips [illegible] from core boxes [illegible]. This material was attached to our foundation wall to support the application of [illegible]. I then took plain [illegible] material on the [illegible] to prevent the plaster cloth I apply next from dropping between the strips. Next comes a thick coating of Hydrocal plaster, which I carved into the rock formations.

The mountain that forms [illegible] Loop adjacent to the great lobe [illegible] has 1-inch-thick board foam and plywood formers supporting heavy brown paper that I first wadded up then stretched built on. I taped [illegible] and an irregular shape to the surface of the paper. I painted the paper with latex primer and it, then "painted" it again with a thin skin of Hydrocal plaster to give "tooth" for the finish coat. The final step was to apply a thick coating of Hydrocal into which I carved the rock strata. This mountain goes nearly to the floor and is not yet fully covered — I have applied more than 150 pounds of Hydrocal so far.

Other areas have plaster mixed with latex paint and water applied directly to sculpted foam or to plaster cloth draped over wadded newspaper. Into plaster I sometimes use for rock carving [illegible] water only. If the plaster is going to be the ground, I add some earth-colored latex paint to the water before adding the plaster so that if something gets chipped it doesn't show up as a white spot.

For ground cover, I use a mixture of real dirt collected from the yard, a variety of ground foam from Woodland Scenics and Scenic Express, plus [illegible] Static Grass Scenic Express. To all of this I add [illegible] and commercial trees and other necessary details to complete the look I am striving for.

Motive Power

The motive power used by the railroad is primarily two- and three-truck Shays, Heislers, and Climaxes that are the mainstay of their holdings. Rod locomotives also see [illegible] use: a 2-6-2T switches cars around the yard and mills in Arcadia, and a 2-4-4 [illegible] to the boat in Eagle Harbor.

Operations

For most of my years in the great hobby I've concentrated on scenicking and building detailed models of interesting structures and developing believable scenes, with only a passing interest in operations. But after getting involved with a local club and becoming a member of the operating crew on Bruce Chubb's Sunset Valley Oregon System I was inspired to design and build a logging railroad that could be operated prototypically.

A typical full operating session requires four crews and a dispatcher to work for two to three hours. The first movement in the morning is "The Boat Train," a mixed train consisting of general freight cars destined for the boat at Eagle Harbor and an old passenger coach with workers aboard that will be dropped off at [illegible] and [illegible] [illegible] to work those sites.

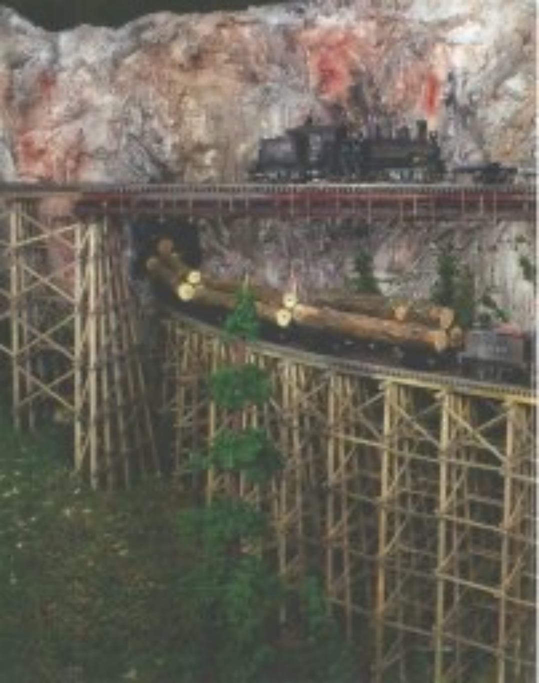
As trains return to Arcadia with their loads of logs, they pass through the log dump at the edge of Owl Lake. The train crew operates the dump by pulling a cable device that actually pushes the logs off each car as they pass the dump. It's necessary to position the car and stop before operating the mechanism so the process is fully prototypical.

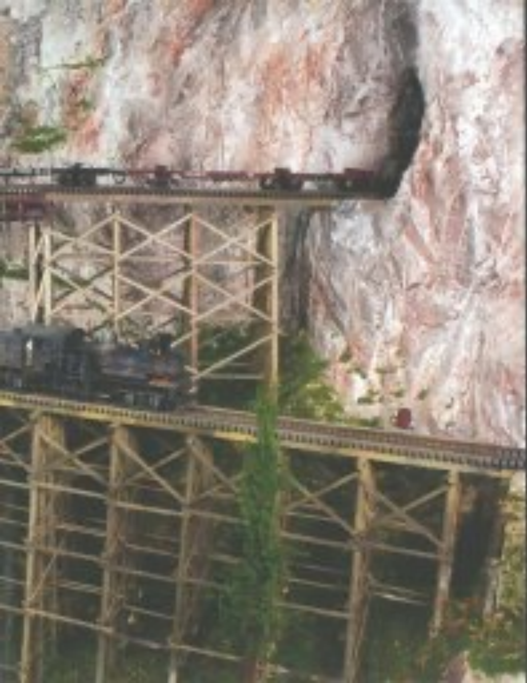
I was concerned that this operation may be a bit too complicated but my operating crews really like the action.

My goal was complete and [illegible] loading areas as correctly as possible. Each area will depict a different method once used by the great loggers of the day.

The Arcadia & Betsey River Railway will be open for you to inspect during GrandRails 2013, the 78th annual NMRA National Convention in Grand Rapids, Michigan, July 28 - August 4, 2013. Please stop by and say, "Hello!" ■

[illegible] on its way to Eagle Harbor





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[illegible]　　　　Sunday, July 29 - Saturday, August 4, 2012

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Early Companion/Spouse Registration [illegible]		[illegible]	
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Annual Membership — no NMRA Magazine		[illegible]	
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Total Convention Registration Charges			

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[illegible]

[illegible]

[illegible]

[illegible]

Division Business Car

the NMRA @home

[illegible]

Welcome to the first Division Business Car column of 2013! I hope your holiday [illegible]

[illegible] THE NMRA@HOME.

[illegible]

[illegible] December 1998.

Originally, this column was called [illegible]

Chances are you'll find someone or several others [illegible]

[illegible] Welcome to the NMRA@HOME.

Tales from the Train to' Camp

[illegible]

[illegible]

Help For Special Kids

As noted above, this column is dedicated to NMRA regions, divisions and [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Help For Non-Model Railroaders

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

The Endless Tunnel

[illegible]

[illegible]

Aluminum Backdrops Revisited

[illegible]

upon which to paint ornaments and then is to glue up [illegible] as like.

While going through potential material for this month's column, I came across an article by Gregg and Angel [illegible] about how they used this Moore City backdrop idea on their layout in the Philadelphia area. It appeared in a recent issue of *The Philadelphia Dispatcher* put out by the Philadelphia Division of the Mid-Eastern Region. In essence it picks up where Rick's article leaves off, with lots of detailed information and useful photos.

[illegible] to get the best coverage of the subject, you should really read Rick's article as well, so here's what we're going to do. If you go to the Members Only website and click on the NMRA@HOME button after logging in, you'll find not only Gregg and Angel's article but Rick Clark's original article as well. And if you'd like to see how well the [illegible] buildings [illegible] in person, sign up for Grand Rails 2012, the NMRA National Convention this summer in Grand Rapids, Michigan. The Grand Rapids folks will be running a layout tour to the western Detroit suburbs, and [illegible] layout and [illegible] others will be on that tour. Some of them use [illegible] buildings, too. To find out more about the tour, read the article about it in the November 2011 issue of the NMRA Magazine [illegible] about the convention, and so [illegible]

Something's Missing!

Have you been looking for the registration package for the National Convention that usually appears each year in this February issue? Well stop looking... it's not here. That's because convention registration will be handled a little differently this year. Instead of publishing the package here, you'll find it online instead at www.gr2012.org. Don't have access to a computer? No problem. You can [illegible] printed copy mailed [illegible] the Grand Rails 2012 Convention [illegible]. By doing it this way, the NMRA saves printing costs and valuable pages that can be put to use for other good purposes. By the way, www.gr2012.org is also the place to go for all the other convention information you'll need to know.

And speaking of going, it's time for me to do just that. See you back here in two months for more happenings from the NMRA@HOME... and probably some [illegible] as well.

[illegible]

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Achievement Program (AP)

The AP helps modelers progress in their hobby by providing an incentive to learn and master the skills necessary. Those who've completed the AP receive Master Model Railroader (MMR) certification.

- www.nmra.org/education/achievement
- Email Paul Richardson, MMR: achievement@hq.nmra.org
- Contact your Region or Division Achievement Program Manager (see www.nmra.org/regions/ for Region and Division website URLs).

Conventions – (National and Regional)

The annual National convention runs one week and usually features about 100 clinics, over 50 layout tours, and dozens of prototype tours. The National Train Show runs the final three days of the convention.

Regional conventions vary in duration from two to five days. Most feature prototype and layout tours, plus clinics and other activities.

- www.nmra.org/convention
- www.nmra.org/regions/ for Region and Division website URLs.

Standards and Conformance

The NMRA constantly researches and sets Standards and Recommended Practices for all scales and gauges of train models, as well as adopting items like DCC and modular. The NMRA [illegible] checks new products for conformance to Standards and RPs.

- www.nmra.org/standards/standards.html
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- NMRA Standards Gauges in various scales are available in the Company Store at www.nmra.org.

NMRA Magazine

NMRA MAGAZINE is the monthly publication of the NMRA and features news about the organization and its Regions and Divisions, along with modeling articles, product announcements, [illegible] and other information. Because the subscription [illegible] postage depends on where you live, check www.nmra.org for your rate.

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- www.nmra.org/[illegible]
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Beginners' Guide

The Beginner's Guide pages on www.nmra.org offer those new to the hobby help in learning the basics of track, wiring, scenery and more.

- www.nmra.org/beginner

Heritage and Living Legends cars

The NMRA periodically issues special commemorative cars honoring famous model railroads, both current and historical. These limited quantity cars are offered through the Company Store.

- www.nmra.org/membership/cars/index.html

Member Aid

Contact Member Aid to obtain expertise about any aspect of model railroading. Many Divisions and Regions also have their own Member Aid services.

- www.nmra.org/membership/memberaid.html

Modeling With The Masters (MWTM)

This is an intensive, multi-day regimen of clinics/instruction by Master Model Railroaders. Modelers get hands-on experience in beginning and intermediate modeling techniques. MWTM classes are usually offered at the Nationals convention, but MWTM classes have also been offered in various cities and at Regional conventions across the country.

- Email [illegible]: mwtm@hq.nmra.org

Pike Registry

Members can register their model railroad name in the Official Registry of Model Railroads (OMRRR). You receive an official certificate suitable for framing and a compact disk of the current Official Registry. Certificate/CD fee: $10.

- www.nmra.org/membership/pikes/index.html

Clinic slides, tapes, and DVDs

The Kalmbach Library has a large collection of DVDs and VHS tapes available for rent. Cost is $5 to cover postage.

- www.nmra.org/library/videos.html
  (See Kalmbach PDF for individual listings)
- Email: kml@hq.nmra.org (US Members)
- Email: [illegible] (Canadian members)

Local Divisions

There are over 150 local Divisions in the NMRA, located in large and small communities across the U.S., Canada, Australia, New Zealand and Britain. Most hold regular meetings and meets featuring clinics, presentations, layout visits, and more.

- www.nmra.org/regions to find website listings for your Division
- Call HQ 423-892-2846 to find the name of the Division near you.

"Members Only" Company Store

The NMRA's Company store offers many items (from apparel to mugs to gauges), available only to NMRA members.

- www.nmra.org; choose "online store," then "members-only company store"

Discounts and advance registration on new KML books

Kalmbach Memorial Library periodically offers special books and book reprints to the general public. NMRA members receive a substantial discount on the retail price and can receive copies in advance.

- www.nmra.org; choose "online store," then "members-only company store," then "books"

NMRA Standards Gauges, Data Sheets CD-ROM, and turnout templates

NMRA members can purchase Standards Gauges at significant price reductions over non-members. Data Sheets CD and Turnout Templates are available only from the Company Store. Many data sheets are being updated and will appear in NMRA Magazine, as well as available for free download from the Members Only section of www.nmra.org.

- www.nmra.org — choose "online store," then "members-only company store," then "accessories"

Annual NMRA calendar

Features spectacular model photographs, as well as dates for Regional conventions and more. Free to every U.S. member. Additional copies can be ordered for $5 each from HQ. Outside the U.S. contact HQ.

- Email HQ: hq@hq.nmra.org
- Write HQ: 4121 Cromwell Rd., Chattanooga TN 37421
- Call HQ: 423-892-2846
- For information on submitting photographs:
  email [illegible]@hq.nmra.org

Howell Day Museum

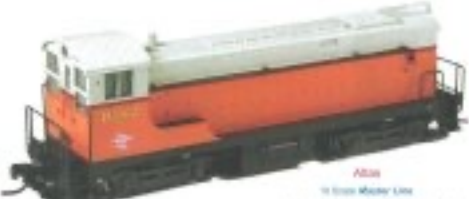
The future NMRA Museum will feature the Howell Day Collection.

- Write:
  4121 Cromwell Rd.
  Chattanooga, TN 37421
- Call:
  423-894-8144
- Email:
  hdmuseum@hq.nmra.org

Display Car

Product Announcements

by Todd Gilbert
[illegible]

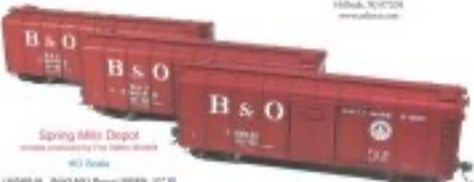


Atlas

N Scale Master Line

[illegible] Milwaukee Road [illegible]

378 Florence Avenue
Hillside, NJ 07205
www.atlasrr.com



Spring Mills Depot

[illegible] Fox Valley Models

HO Scale

[illegible] B&O [illegible] Boxcar [illegible]
[illegible] B&O [illegible] Boxcar [illegible]
[illegible] B&O [illegible] Boxcar [illegible]

P.O. Box [illegible]
Spring Mills, [illegible]
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Research & Test Car

Coordinated by Didrik A. Voss, MMR

Manager, Standards & Conformance Department

[illegible]

Table 1: Conformance and Inspection Summary

STANDARDS (required for Certification)	40' Boxcar Z scale
S-2 Couplers	Pass
S-4 Wheels	Pass
S-7 Clearances	Pass
S-9 Electrical	N/A
RECOMMENDED PRACTICES (not required for Certification)	
RP-20.1 Car Weight	N/A
RP-25 [illegible]	N/A
RP-24 Journals and Axles	N/A

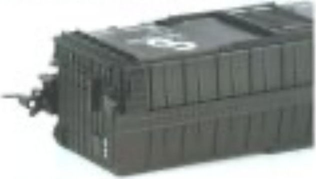
Micro-Trains 40 ft Boxcars and [illegible] Cupola Cabooses Z Scale

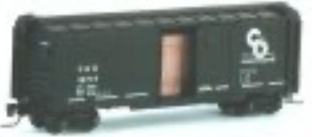
by Larry [illegible]

This product received a Conformance Warrant

This month we'll look at some very small but nicely detailed Z scale models from Micro-Trains. If you've never paid much attention to Z scale, you owe it to yourself to at least closely examine a piece of rolling stock or a locomotive. [illegible] detailing and lettering that you never [illegible] could exist in a scale this small. It wasn't too many years ago that our HO rolling stock didn't look as good as today's Z products. Take a look at some Z models the next time you're in the hobby shop and see if you agree.

The first Micro-Trains product we'll examine is the 40-foot standard single-door boxcar painted for Chesapeake & Ohio (C&O). The Micro-Trains model represents Pullman Standard's PS-1 design which was first produced in 1947. While the PS-1 [illegible] patterned after the AAR design, Pullman-Standard designed for [illegible] railroads. The majority of the PS-1 [illegible] but some [illegible] constructed. The original PS-1 could be equipped with a door [illegible] or Superior door or seven-panel doors. After 1956, Pullman Standard offered a choice of its own design. The Micro-Trains model features [illegible] and a [illegible]. The C&O prototype for the Micro-Trains model was part of a 1,000 car order. This particular car was built in June 1951 to 1952. It was repainted in the black livery which indicates it was [illegible]





[illegible] specially equipped inside. The C&O PS-1 [illegible] and Superior seven-panel doors. In addition to C&O, Micro-Trains also offers the PS-1 in a host of other roads. You can go to the Micro-Trains website at www.micro-trains.com and click the "Z Scale" tab under the "Home" tab. The MSRP is $16.25.

Our next model is another 40 foot box car from the Pressed Steel Car Company of Pittsburgh, Pennsylvania, [illegible]

D&RGW
Grande

CONFORMS TO NMRA STANDARDS

Issued Conformance Warrant [illegible]

1939. These were the first all-steel boxcars owned by Rio Grande and were the first to have the Rio Grande speedlettering. These cars were pictured [illegible] with the logo when D&RGW repainted. The prototype for our model is from the first lot of 400 cars purchased by D&RGW and contained six-foot Youngstown doors, 4/5 Dreadnaught ends, wood running boards and 12-panel riveted sides. The Micro-Trains model captures the overall look of the D&RGW but has only ten side panels, an [illegible] running board and incorrect ends. In Z scale, however, these inaccuracies are only noticeable if you're really looking very closely. Once again, check the Micro-Trains website for all the roads offered. The MSRP of the D&RGW boxcar is $22.20.

The final Z scale offering we'll review this month is Micro-Trains' center cupola caboose in the Canadian National scheme. Hawker Siddeley in Trenton, Nova Scotia built the prototype for this caboose in 1967. A nice 1979 prototype photo of caboose 79088 (only five numbers away from our review model) can be found at: http://www.[illegible]/gallery2/main.php?g2_itemId=[illegible]. A side-view drawing appears at: http://[illegible]/drawings/[illegible]. As with the other Z models, the detailing is excellent. The smoke stacks, brake wheels, and roof ladders are separately applied. Other details, such as the grab irons and end walls, are molded-in. The prototype photos and draw-

ing show two main body windows on one side and [illegible] on the other and two detailed windows on each side of the cupola. Two smoke stacks are also shown in both the photos and the drawing. The model has three windows on each side, two separate cupola windows, and one smoke stack. Overall the model captures the feeling of the CN cabooses. The MSRP for the CN center cupola caboose is [illegible]

All these models were inspected for compliance with the applicable NMRA Standards and Recommended Practices. The [illegible] received NMRA

CONFORMS TO NMRA STANDARDS

Issued Conformance Warrant 2011-0013

Conformance Warrant [illegible] and the caboose received Conformance Warrant 2011-003 1.

Table 1: Conformance and Inspection Summary

STANDARDS (required for Certification)	Center Cupola Caboose [illegible]
S-? Couplers	Pass
S-4 Wheels	Pass
S-? Clearance	Pass
S-? Clearance	N/A
RECOMMENDED PRACTICES (not required for Certification)	
RP-20.1 Car Weight	N/A
RP-25 [illegible]	N/A
RP-24 Journals and Axles	N/A

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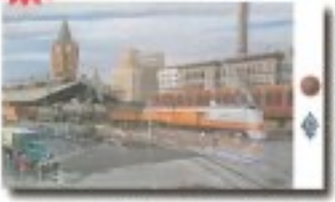

In this specially commissioned painting, "Inaugural [illegible] of the [illegible]," renowned railroad artist Larry Fisher has captured a monumental moment in railroading from a monumental year: 1935, the founding year of the NMRA. Now you can own a signed, numbered print of this magnificent painting for just $98.95* plus shipping and handling. Each print measures approximately [illegible]" x [illegible]", has the 75th Anniversary and Convention logos in the right margin, and is [illegible]. Order yours now.

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*[illegible]

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[illegible]

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NMRA BULLETIN

Changed your address or other membership information?

[illegible]

DEPARTMENT & PROGRAM MANAGERS

[illegible]

REGION PRESIDENTS

[illegible]

ACHIEVEMENT PROGRAM

NMRA AP Certificates Issued
October 2011
Golden Spike
Lone Star Region
Harold [illegible], [illegible], Texas

Mid-Continent Region
Joe Clark, Wakefield, Nebraska

Master Builder — Structures
Mid-Continent Region
Kenneth Bailey, Cedar Rapids, Iowa

Mid-Eastern Region
[illegible] Thompson, Gainesville, Virginia

Master Builder — Scenery
Pacific Coast Region
Andrew Merriam, San Luis Obispo, California

Master Builder — Prototype Models
Northeastern Region
Paul Allard, Milton, Vermont

Model Railroad Engineer — Civil
Pacific Coast Region
Andrew Merriam, San Luis Obispo, California

Model Railroad Engineer — Electrical
Northeastern Region
Andrew [illegible], Albany, New York

Pacific Coast Region
Dave Graham, Sebastopol, California
Andrew Merriam, San Luis Obispo, California

Chief Dispatcher
Southeastern Region
David Anderson, Asheville, North Carolina

Association Official
Mid-Central Region
Larry Kline, Pittsburgh, Pennsylvania
Dennis Lloyd, Painesville, Ohio

Association Volunteer
Mid-Central Region
[illegible], Wadsworth, Ohio
Dennis Lloyd, Painesville, Ohio

Mid-Eastern Region
[illegible], Schwenksville, Pennsylvania

Northeastern Region
Keith [illegible], Acton, Massachusetts

Southeastern Region
David Anderson, Asheville, North Carolina
Bill Ellis, Marietta, Georgia

Model Railroad Author
Mid-Continent Region
George [illegible], Coralville, Iowa

Mid-Central Region
Douglas Dahlberg, Williamstown, Kentucky
Larry Kline, Pittsburgh, Pennsylvania

Pacific Northwest Region
Mike [illegible], New Westminster, BC

MMR EARNER

Charles W. [illegible]

Trains! Trains! Trains! I love trains. Big trains, small ones, all scales, all gauges, it doesn't matter. If it has steel wheels and runs on steel rails, I'm on board. If it were possible, I'd model a layout in every scale. But I settled on HO scale.

I was born and raised in Cambridge (Hespeler), Ontario, Canada, where Canadian National and Grand River Railway/Canadian Pacific both ran behind my boyhood home. My mother often said when I was very young, I cried if a train went by before she picked me up to see the trains out of a window.

My first train was "scratchbuilt" by a caring mom and uncle from orange crate boards, with checkers for wheels and cup hooks for couplers. This memorable pull-toy included a [illegible] locomotive, boxcar, [illegible] and [illegible] — all hand-painted and lettered. Unfortunately, over the years it was lost.

[illegible] "O scale." My first electric train (Marx O-27) served on my first layout, which was constructed with the help of my dad on an old ping-pong table. Next, I built an American Flyer "S" layout featuring a smoking, chuffing locomotive, animated accessories, and tin railroads.

My first scale layout, based on the Kalmbach book *The HO Railroad That Grows*, was built during my teenage years. [illegible] I discovered *Model Trains* and *Model Railroader* magazines. Shortly thereafter I became an NMRA member.

Work, marriage and family came next. Human resources management in manufacturing [illegible], but also required many job relocations in both Canada and the U.S. From Cambridge, we moved to Winnipeg, Manitoba, then back to Ontario, first to Waterloo and later Tillsonburg. In 1979, we moved to Rochester, Michigan, then Beatrice, Nebraska, before settling in Georgia. [illegible]

[illegible] to the NFR, TLR, MCoR, and SER.

All my job relocations played havoc with completing a model railway. In the mid-1980s, my move to Georgia [illegible] began my current Grand River Railway. This sectional layout was built to NMRA's modular standards so it could be moved without dismantling all my work.

During this time, I joined the SER and the Piedmont Division. My wife and I opened our layout for Region and Division visits and were honored to be a part of the 1999 Atlanta National Convention.

In 2008, we built a new "basement" and moved the Grand River Railway to a much larger space where an expanded permanent layout could be constructed. After retiring, I finally had time to get serious about the Achievement Program. In 2009, I entered my first model in a contest at the National Convention in Toronto. I was delighted when my Hopkins [illegible] station model placed second in the structures category. With this favorable experience and the encouragement of my wife, daughter, and the members of the Piedmont Division, I began my journey on the road to becoming an MMR.

When my daughter learned I had achieved MMR, she sent me the following message: "I always remember the model train Grandma added a small boy to standing up on the kitchen table so he could see out the window and watch with fascination as the [illegible]. Who would have known that childhood toy and excitement would turn into a lifelong passion. I have always thought that what you create is magic. It is a collaboration of skill, precision, knowledge, artistry, patience and vision. I can't begin to tell you how proud I am. You have reached a status that shows just how talented I have always known you are. Congratulations on an achievement so richly deserved." I believe her sentiments apply to all true enthusiasts who aspire to become MMRs through the NMRA AP program.

Many new friendships have been one of the most rewarding aspects of this journey.

Come see our Grand River Railway on tour during the National Convention in Atlanta, Georgia, in 2011.

Charlie earned his Achievement Certificates: Golden Spike, Volunteer, Scenery, Civil, Electrical, Structures, Cars, and Motive Power.

[illegible] MMR [illegible]

I grew up in small town America. [illegible], Ohio, across the river from Wheeling, West Virginia, was quiet and peaceful in the 1950s and is quite similar today.

I didn't live near a train station, but a lifelong love of trains began on a Christmas Day. I was 5 or 6 years old when I was surprised with a shiny blue American Flyer train racing around the bottom of the Christmas tree. My surprise soon turned to great joy and those memories; every Christmas I would anxiously wait to see what new cars Santa would bring.

As I grew, so did my trains. During my teen years, I built my "railroad empire" on three 4x8s in the basement of our house. I spent hours each day experimenting, creating, and re-creating scenes, while watching my trains run endlessly.

My romance with trains was put on hold while my life took many turns. I received my Bachelor of Business Administration at OU (Ohio University) [illegible] from Oklahoma to Texas and then served with the U.S. Air Force for six years piloting mostly F-102s. After the Air Force, I worked for IBM for four years as a regional account executive, leaving to join Rand Information Systems as vice president of sales. After 12 years with Rand, I made my last career change and became a financial consultant for Morgan Stanley Smith Barney [illegible] in Dallas, Texas, while working for Rand, and it is here I remain today.

In 1995, 20 years after leaving school and railroad topics, I found myself a single parent raising two daughters. My thoughts went back to those wonderful times with my American Flyer and my romance with trains was rekindled. My first house was a little space challenged, but I was able to erect a 4x8 foot table and construct an N scale road depicting [illegible] loosely modeled after the [illegible] Railroad. Several years later, we moved to a larger home, and I was able to create enough space to call my own for a 17x15 L-shaped layout. The [illegible] enabled me to move up to HO.

Over the next few years and a couple more home moves, I established "my trains" [illegible] and developed the skills to build a quality HO railroad. During my [illegible], I met Lee Johnson. Besides being a great friend, I learned many things from Lee, the most important being that there is more to the hobby than just running trains. Lee introduced me to the Friday "brunch bunch," a group of train lovers. Thanks to Lee and the brunch bunch, after 40 years of running trains in circles, I was introduced to "operating" a railroad and discovered (much to my surprise) that there were more than a few people willing to come to my house and operate with me.

About this time I decided to switch to S scale. Utilizing the scenic table from my HO layout, I rebuilt the railroad with S scale equipment and a [illegible] [illegible]

Olsen DCC system. We operated with six people for years as my knowledge and skill level grew.

Many years later, it was time for one last house move, and I was ready to build my final layout. The house was finished in late 2005, and a few months later the layout was under construction in a 40x50 space on the second floor. (There are no basements in Dallas.) Thanks to a lot of help from my rail buddies, we were able to have our first operating session only 2½ years from the first piece of bench work. Currently I estimate that we are still about [illegible] years from completion.

Now my "Railroad Empire" is set in north east Colorado in 1988. The plan was to build a [illegible] railroad that would be an amalgamation of the many small railroads of the 1980s in Colorado. Connecting with the Denver & Rio Grande Western would allow larger equipment [illegible] and [illegible]. We decided to [illegible], and build an 80+ [illegible] Pacific Track [illegible] at one level [illegible], [illegible] running the [illegible] to the mountains. Although the HO railroad is primarily used for open houses, it is great to have it running in the background during operating sessions. The mainline for the [illegible] scale Colorado & Silver River. The railroad runs on DCC using NCE and Soundtraxx as the main equipment suppliers. We currently operate on the second Friday afternoon of every month with a crew of 10-12 people. On the other Fridays, we continue to build the layout, make track modifications, install [illegible] computer-driven dispatch system, and have a great time! I'm lucky enough to have a lot of help.

During the planning for my final railroad, I realized it would be a good idea to document the steps so they could be used for the Master Model Railroader program. Although many of the requirements had been met on my previous railroad, I had not prepared suitable descriptions. At this time, as I constructed my new layout, I kept documentation for the Achievement Certificates in detail and maintained suitable documentation, diagrams, and photographs. About half of my Master Builder–Structures Certificate came from models I had built for my previous railroad; the rest were built for the new Colorado & Silver River. The Master Builder–Author Certificate was achieved from magazine articles about my previous railroad and my web page.

The last certificate needed was Master Builder–Cars. The super-detailing part of the requirements was not a major concern, but the "scratchbuilt" requirement gave me pause. Ideally, the [illegible] to the railroad [illegible] were not commercially available [illegible]. I also decided to work in [illegible] since virtually all my [illegible] rolling stock is plastic. Most of my experience was working with wood, so with great trepidation I began. After completion of my first scratchbuilt, I felt I had done my best work yet! Only then did I understand that one of the most important aspects of the MMR program is to challenge you to reach further and do things you might not try in the normal course of model railroading.

Three things highlight my view of the hobby of railroading. The first is creating, which is [illegible]. The second is that operating the railroad brings life into your work. The third is the people involved. The best part of the hobby is the people associated with it.

The Colorado & Silver River can be viewed at [illegible].

(Certificates earned: Author, Cars, Dispatcher, Structures, Civil, Electrical and Volunteer.) ■

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www.nmra.org

Massachusetts, Auburn—[illegible]

Michigan, Farmington Hills (Detroit)—[illegible]

Michigan, Flat Rock—[illegible]

Minnesota, St. Cloud—[illegible]

Missouri—[illegible]

New Mexico—[illegible]

New York, Rochester—Rochester Model RR Club [illegible]

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Louisiana, [illegible]—[illegible]

Massachusetts, Dudley—[illegible] Model Railroaders [illegible]

Massachusetts, [illegible]—[illegible]

Michigan, [illegible]—[illegible]

Missouri, [illegible]—[illegible]

[illegible]

Missouri, [illegible]—[illegible]

Missouri, Webster Groves—Big Bend Railroad Club [illegible]

[illegible]—[illegible]

New Jersey, [illegible]—[illegible]

New Jersey, [illegible]—[illegible]

New Mexico, [illegible]—[illegible]

New York, [illegible]—[illegible]

Ohio, [illegible]—[illegible]

[illegible]—[illegible]

[illegible]

Pennsylvania, [illegible]—[illegible]

Pennsylvania, New Eagle—Mon Valley Model Railroad Club [illegible]

Tennessee, [illegible]—[illegible]

Texas, [illegible]—[illegible]

Texas, [illegible]—[illegible]

Texas, [illegible]—[illegible]

Washington, [illegible]—[illegible]

Library Car

Book and Video Announcements
by Brent Lambert, Library Director

Publishers of books, magazines, DVDs and videotapes, audio recordings, and computer software who would like a complimentary announcement should send a copy of their product, along with suggested retail price and a brief 100-word description to: "Book Announcements," Kalmbach Memorial Library, 4121 Cromwell Road, Chattanooga, TN 37421-2119. All materials will be placed in the Library for use by NMRA members and other patrons.

Featured Book

Kenneth R. Middleton and Norman F. Priebe

Published by: Great Northern Railway Historical Society. To order please write to GNRHS Books, P.O. Box 26, [illegible] WI [illegible], or visit [illegible]. Hardcover with dust jacket, 8-1/2" x 11", [illegible] pages, black and white photos and illustrations, $59.95 plus $5.00 shipping for non-GNRHS members in the US.

This book had its start in the 1980s, inspired by the likes of Kratville and Ranks' in-depth study of Union Pacific motive power first published in 1958. Because of its long gestation, the authors acknowledge this book is late. Most of the principal class I railroads have already had the story of their steam locomotives told. The Great Northern story also needs to be told. The GN was a leader in steam innovation and produced many notable designs. In addition, the Great Northern was a prolific builder and re-builder of its steam locomotives, with [illegible] locomotive shops at five locations. This volume includes a complete steam locomotive roster, a tender roster, and locomotive tender assignments as well as a detailed history of the locomotives and their development over time, both collectively and individually.

GHOST TRACKS

Book

Jay Underwood

Published by: Railfare DC Books, Box 666, St. Laurent Station, Montreal, QC H4L 4V9 Canada. To order please dial toll-free [illegible], or write to the address above. Soft cover, 6" x 9", 168 pages, black and white illustrations, $24.95 plus shipping.

Nova Scotia's Celtic heritage makes the province fertile ground for stories of ghosts and ghouls, but Ghost Tracks is the first book to focus upon the often bizarre events that occurred to fuel the fears and imaginations of railway employees. These hard-bitten veterans of bad weather, hard work, and indifferent politics were not above believing in such things! Discover why railway men feared the number nine... why a white horse is considered an ill omen... and why often the supernatural was the only way to explain why accidents happened in a profession where safety is a priority. Few of these stories have been told before, and to tell them in such detail, as Underwood does, provides the individuals involved, the events [illegible], and the popular superstitions of the era to explain why such stories existed.

Books

[illegible]

By Jay Underwood. Published by Railfare DC Books, Box 666, St. Laurent Station, Montreal, QC, H4L 4V9 Canada. To order, please visit www.railfare.net or write to the address above. Softcover, 6" x 9", 158 pages, black and white illustrations. $24.95 plus shipping.

James Richard Forman was born in 1822 in Halifax, and returned from Scotland in 1854 to oversee the construction of the Nova Scotia Railway, the first publicly owned railway in the British Empire. [illegible] became a victim of Nova Scotia's rapid politics. He had been appointed to his post at the request of Reformer Joseph Howe, but was dismissed from office in 1858 by James W. Johnston, who became Conservative premier of the province in 1857. Two years after he left for a brilliant career in Scotland, it was discovered that some of the reasons for his dismissal were the fault of his successor, who was also Johnston's nephew. This volume examines the unfair treatment Forman received at the hands of his Nova Scotia contemporaries, and asks the question: could it have been Forman, and not Sandford Fleming, who would later (in 1867 to 1876) have built Canada's Intercolonial Railway from Nova Scotia to Quebec City had he been allowed to stay on the project?

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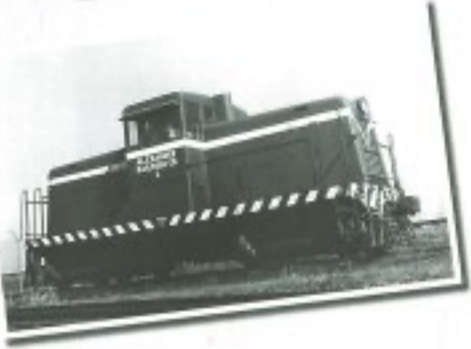

Operating [illegible] miles of track and an all-time roster of just eight company-owned locomotives, the Alexander Railroad Company is a little known — yet quite successful — shortline railroad based in Taylorsville, North Carolina. The company began in 1946, which was just a few years after the emergence of the popular GE 44-ton [illegible] locomotive. Like many other industrial and shortline companies, the "[illegible] Line" discovered that 44-tonners were a perfect fit for [illegible] small operations. These units were light enough to [illegible] but strong enough to handle a variety of switching and hauling duties. For those reasons, the 44-tonner was the locomotive of choice for the railroad's first few decades. Although [illegible] the early 1970s, one GE 44-tonner (No. 1) remains on the roster today. Photos of locomotives are available in the NMRA Online Archives. — NMRA Collection

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